

W. H. Waggoner (#2363) wrote in response to Chuck Spaulding's question about U.S. perfin L146 in the May *Bulletin*.

"The *Cleveland, Painesville & Ashtabula RR* operated from 1852 to March 1868, although part of that time it was known as the *Cleveland & Erie*. In June 1868 it became the *Lake Shore RR*, which operated as such from June 1868 to May 1869. Elsewhere the *Southern RR of the State of Michigan* came into being and operated from November 1840 to November 1846 at which time it became the *Michigan Southern* which lasted from November 1846 to April 1855. Another railroad, the *Northern Indiana*, existed from 1851 until April 1855, at which time it merged with the *Michigan Southern* to form the *Michigan Southern and Northern Indiana* which operated until May 1869 when it combined with the *Lake Shore RR* to form the *Lake Shore & Michigan Southern*, the first of Mr. Spaulding's questionable railroads. The *LS&MS* operated until December 1914 when it became part of the *New York Central* system.

"The *Indiana, Illinois & Iowa RR* existed from May 1882 to April 1906. From 1902 to 1906, this railroad was controlled by the *LS&MS*. Also the *Indiana Harbor Railroad* operated from 1902 to April 1906, controlled by the *Michigan Central* from 1905-06. In April 1906, these two roads combined to form the *Chicago, Indiana & Southern*, Mr. Spaulding's second questionable railroad, and one also controlled by the *LS&MS*. The *CI&S* also lasted until Decem-



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ber 1914 when it also became part of the *New York Central* system. Hence the connection.

I cannot even speculate as to how the perfin of one railroad got to the other, but because

they both were part of the same larger system, such an interchange is not unreasonable."

Phillip Jones (#1033) concurs and says that the *Lake Shore & Michigan Southern* became part of the *New York Central* system in 1889. The *Indiana, Illinois & Iowa* became a branch of the *Chicago, Indiana & Southern* in 1906, which was later absorbed into the *New York Central*. "In short, all three lines were part of the *New York Central* system in 1914 and among the things they shared was a perforator."



The new U.S. catalog lists L146 as the perfin of both the *Lake Shore & Michigan Southern* and the *Chicago, Indiana & Southern*.